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TO-MORROW AT THE LEE



TO-MORROW
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KIND HEARTS and
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Made at Ealing Studios
England Distribution

He planned to MURDER them all!

TO-MORROW
WILTING HEIGHTS

"Half Safe" Amphibian Crosses The Channel



GC 7753

"Half Safe," amphibian jeep which recently crossed the Atlantic, shown coming into Deal last week after crossing the gale-swept Channel from Calais. Waiting to leap ashore is Mrs. Elsie Carlin, 34, American wife of Frederick Carlin, 39, of Australia. The jeep, half boat and half car, is 24 feet long. — AP Picture

Juggernaut

Washington, Sept. 2. Yellow caterpillars as long as cigarettes and as fat as fountain pens are advancing by the millions on a city in New Mexico. In two columns they are munching their way through weeds on the city's outskirts as men spray poison in front of them.

BRITON MEETS IRAN OIL BOARD

Abadan, Sept. 2. Mr. K. B. Ross, the refinery's general manager of the Anglo-Iranian Oil Company, today met Persia's three-man temporary Oil Board at Khorramshahr, near here.

It is believed that the meeting, which lasted two hours, discussed the case of three young Persian apprentices who have been reinstated by the Board against Mr. Ross' wishes.

The three apprentices were today back at work in Abadan. Mr. Ross said yesterday that the youths, who were involved in disturbances last April, had given a written renunciation of all Communist leanings.

Eight Britons who refused to agree to the Persian Board's decision are leaving for England on Wednesday at their own request.

Persian Customs authorities today released a Dutch Airlines Dakota aircraft which they had held grounded for eight days.

The plane, under charter to the Anglo-Iranian Oil Company, was being used to evacuate British staff from the oilfields to Abadan. It had been kept under armed guard until the Persian Oil Board authorities let it go today.

With its British captain and crew of three Dutchmen, the plane took off this afternoon for Amsterdam by Nicosia and Rome. This same plane was held up for eight days in Abadan in July awaiting Customs clearance. — Reuter.

Arabs Hurl Defiance

Alexandria, Sept. 2. Arab sources warned today that the Arab States would start "another Korea" if the United Nations Security Council decided to back up its order to Egypt to lift her Suez Canal blockade.

At the same time, informed sources said that the Arab world's chief counter-measure to the order will be to cut off oil to Israel. They said that both Iraqi and Saudi-Arabian delegates have informed the Arab League Political Committee that their governments already have approved a plan to order oil companies operating in their countries not to send oil to Israel.

The consensus of opinion of Egyptian political circles was that Egypt will turn down the Security Council's order. Some sources thought that Egypt might comply with the order if Israel stopped its blockade of the Suez Canal.

San Francisco Conference On Japan Peace Treaty Opens Tuesday Night

New York, Sept. 2.

Mr. Kenneth Younger, British Minister of State, arrived here by air today on his way to the Japanese peace treaty conference in San Francisco. He told reporters that he hoped the treaty would be signed by next Saturday.

He said: "I have heard that the Russians have some proposals to make, so I suppose they have something new to say. I have no wish to speculate because there is so little to speculate on. I just hope that it will not impede the signing of the treaty."

Mr. Younger conferred with Sir Gladwyn Jebb, permanent British representative at the United Nations, shortly after his arrival.

The French Foreign Minister, M. Robert Schuman, who arrived here today, said that France would sign the Japanese peace treaty without any reservation.

M. Schuman said that it was difficult to speculate on what the Russians will do at the San Francisco conference for signing the treaty.

The French Foreign Minister and his party were met by the French Ambassador to the United States, M. Henri Bonnet, and other French diplomatic officials.

M. Schuman will leave here tomorrow morning for San Francisco. With M. Schuman were representatives of the Indo-Chinese States of Laos, Vietnam and Cambodia. These included the Vietnam Prime Minister, M. Tran Van Huu, Laos' Crown Prince Savang, and Cambodia's Foreign Minister.

Mr. Yoshida was greeted at the International Airport by several hundred reporters, press photographers, newspaper photographers and by about 200 people from the local Japanese colony.

Mr. Yoshida, reading a prepared statement, said: "All I can say is that I am happy that we are here and exceedingly grateful for this cordial reception accorded us."

"I confidently hope that the peace conference will proceed and terminate successfully according to schedule."

Mr. Yoshida is Japan's chief delegate to the peace conference which will be opened on Tuesday night by President Truman.

REPARATIONS ISSUE

Norway will seek reparations at the San Francisco peace

treaty conference but will sign the treaty with Japan, the Norwegian Ambassador to the United States, M. Wilhelm Munthe de Morgansterne, said.

Reparations would be sought not only for Norwegians who were imprisoned but to indemnify the families of those killed during the war, he added.

M. de Morgansterne was asked whether Norway would sign the treaty in its present form. "We have accepted the American and British invitations to attend," he replied. "Yes, on the whole we will sign."

M. de Morgansterne, who will lead his country's delegation at San Francisco, had just arrived from Norway.

He said that Norwegian sailors killed, injured or imprisoned by the Japanese were regarded by Norway as a class with the military as far as contributions to the Allied cause were concerned.

"We think it is a natural thing to do to seek reparations for those who suffered," he said.

BELGIAN RESERVATIONS

Dr. Paul Van Zeeland, the Belgian Foreign Affairs Minister, said on his arrival from Brussels to attend the Japanese peace treaty conference that Belgium has some reservations.

On the question of reparations, Dr. Van Zeeland told reporters: "We are going to try to improve some articles of the treaty of an economic character. There are a few points which interest our Dutch friends and if we can help them we will do so."

He said that for Belgium it with mastery of the air and the seas, "we can keep the sea-lanes open to the free world." There could be no worthwhile peace in Korea until provisions were made for inspection of Communist military installations beyond the Yalu River in Manchuria.

Senator Wherry said also that the forces sent to Syria by Israel should be withdrawn.

The forces went to Syria at the Syrian Government's request following Israeli-Syrian clashes in the Huloh Marshes this spring. In a letter of August 25, the Syrian Government invited Iraq for her help and said that, as the Israeli-Syrian dispute was now before the United Nations, the presumption of hostility was not expected.

Therefore, it went on, the time had come for the withdrawal of the Iraqi forces.

In making the letter public, the Syrian Government declared: "Every step has been taken for the withdrawal of Iraqi troops from Syria." — Reuter.

Eden In Cheerful Mood

Washington, Sept. 2.

Mr. Anthony Eden, World War II British Foreign Secretary, said today there was less chance for a third world war now than there had been a year ago.

"The United States is more afraid than Europe that war is imminent," he said in a television appearance. "Europe's strength is growing under Eisenhower and chances of war are less than they were a year ago."

Britain does not oppose the United States having bases in Spain, he said, but she did oppose including Spain in the Atlantic Pact.

"The preamble of the Atlantic Pact says member nations have to be democracies and I don't think Britain wants to alter this clause now."

In reference to India's decision not to sign the Japanese peace treaty, he said: "I'm sorry that the Japanese peace treaty until now has not been signed by India. My view isn't Mr. Nehru's view too," but added that the decision was India's to make.

He was not happy over the moment chosen by Britain to recognise Communist China, now.

"Recognition is acceptance of an accomplished fact, but I am afraid we got out of step when we made the decision. However, if we break off relations now, it won't make any difference as our troops are in Korea and the world knows how we stand."

He called for the promise while substituting for the columnist Drew Pearson on a radio programme. He devoted almost his entire 15-minute talk to an attack on the Truman Administration.

Senator Wherry said the Administration "by design or sheer incompetence" had manoeuvred the United States into a position where it faced the prospect of "the biggest war of them all, with Russia".

"Before there is a vote in the United States Senate on ratification of the peace treaty with Japan, the Japanese Government should by official action assure the United States that Japan will not recognise Red China," said Senator Wherry. "This pledge we have the right to demand in the name of our fallen war heroes."

He was not happy over the moment chosen by Britain to recognise Communist China, now.

"Recognition is acceptance of an accomplished fact, but I am afraid we got out of step when we made the decision. However, if we break off relations now, it won't make any difference as our troops are in Korea and the world knows how we stand."

In answer to a query as to why Britain is still trading with Russia, Mr. Eden said: "We have to make up our mind if we want any East-West trade. Personally, I think we need some trade so the burden on the free world, and especially the United States, is not so great."

Prospects for a Tory victory in the next British elections, especially if they were to be soon, were very optimistic, Mr. Eden added. — United Press.

Iraqis To Withdraw

Baghdad, Sept. 2.

Iraq has agreed to withdraw the Iraqi Air Force, squadron, anti-aircraft units and Army brigades she sent to Syria in May to aid Syria in the event of Israeli aggression, it was officially announced here today.

The forces should break out, the Soviet armed forces could sweep through Western Europe in a matter of weeks, despite Europe's rearmament efforts and United States' help. The best thing for the United States to do was to "bring our ground soldiers home from Western Europe—all, excepting those needed for occupation purposes in Western Germany and other places—build with all the speed and efficiency we can an Air Force and a ring of air bases around Russia to spearhead our Army and Navy to victory in a third World War comes."

Senator Wherry said also that with mastery of the air and the seas, "we can keep the sea-lanes open to the free world." There could be no worthwhile peace in Korea until provisions were made for inspection of Communist military installations beyond the Yalu River in Manchuria.

He said that for Belgium it is essential that the reparations question is settled.

Dr. Van Zeeland declined to comment on the issue of the armament of Japan. "This is a question I do not wish to touch upon now the eve of this great meeting," he said. "This treaty is most just as it is giving Japan an opportunity to join the nations who are trying to bring

POOR RECEPTION

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I DONT SEE!

CHINESE OPTICAL CO.

To know where to buy
what is important in glasses
as anything else, the
best way is to go to
the nearest optical

EAST GERMAN REGIME STRIKES NEW BLOW AT BERLIN'S ECONOMY

Berlin, Sept. 2.

Lorries piled up on the British-Soviet zonal border today as East German officials were halting and taxing vehicles bringing food from West Germany to the Western sector of Berlin.

The tax, which went into operation yesterday, applies to all West German and West Berlin vehicles using the 180-kilometre Autobahn linking the old capital with the Western zones.

Drivers reaching Berlin reported that at least 250 vehicles, including 150 lorries, were held up at the border town of Marienborn.

City officials fear that the tax will strike another blow against West Berlin's export trade.

The West Berlin City Government is expected to decide counter-measures tomorrow after consulting Western Allied trade experts.

Western officials declared today that a planned voluntary taxation of East German and East Berlin vehicles, using West Berlin's streets, would be inefficient—the vehicles could make a detour around the Western sectors.

They said the only chance for effective measures would be another Western Allied statement declaring that the realisation of a new East-West German trade agreement would not be approved unless the East German authorities lift this latest interference with West Berlin's trade.

One leading food buyer said that the tax would raise food prices by at least five per cent for the Western sector's 2,250,000 inhabitants. He forecast an overall increase in food and consumer goods, mostly supplies from West Germany.

The latest East German measures add to several previous ones, hampering West Berlin's trade with West Germany and consequently barring the execution of a £84,000,000 East-West German trade agreement initiated last month.

LONG BLOCKADE

During the past month, additional Western Allied commercial planes have carried out over 100 tons of West Berlin export goods per day because the Soviet authorities refused permits for ground transportation.

Berlin's main waterway to West Germany has been blocked since January owing to the alleged "repair" of the Magdeburg-Rothensee canal lock.

The East German authorities first allowed three additional east-west trains bound for Berlin to pass through the Soviet zone every day as a compensation for the canal blocking but later refused their acceptance.

All these measures have caused a deadlock in East-West German trade talks conducted here during the past three weeks.

The three Western deputy commanders in Berlin will discuss the latest East German "move to strangle West Berlin" tomorrow, Allied officials announced here tonight.

The Director of the Berlin office of the American High Commissioner, Mr. Howard Jones, tonight termed the East German autobahn tax on West German and West Berlin vehicles as "an inexcusable measure which violates four

power agreements on unhindered traffic between Berlin and West Germany.—Reuter.

U.S. REACTION

Frankfurt, Sept. 2.

The United States High Commission today condemned as "dastardly and discriminatory" a Soviet tax imposed yesterday on German vehicles bringing food from West Germany into Berlin.

"Steps will be taken to counter the new Communist move to strangle Berlin," the Commission stated.

Western Allied officials in Berlin said yesterday that there was no ground yet for protesting to the Soviet authorities because four-power vehicles were not being taxed.

They told the Deputy Major of West Berlin, Dr. Walther Schreiber, that the East German authorities were entitled to collect road taxes.

East German border police are commanding eight marks (15 shillings) from motor cyclists for a one-way trip and from 10 to 100 marks (18 shillings to £4.5.) for private cars and buses. Lorries must pay between 35 and 50 marks (£3 to £4.5s.).

The tax is expected to earn for East Germany 1,500,000 marks (£120,000) monthly.—Reuter.

FRONTIER GAPS

Anglo-Soviet border, Sept. 2.

The "Iron Curtain" which separates West and East Germany is riddled with legal and illegal "gaps" through which thousands of Germans pass daily in both directions.

The armies of the Western Allies and the Soviet Union watch each other vigilantly across the inter-zonal border which separates two very different Germanys.

The German police in both countries face each other with apparent hostility.

But the average German who wants to go to the East or West of the former Reich manages to get there legally or illegally according to the speed with which he wants to go or the amount of money in his pocket for the fare.

Armed with the necessary inter-zonal papers, issued by the respective East or West German authorities and countersigned by the appropriate occupying Power, more than 9,000 passengers are carried across the heavily-patrolled border by more than 100 long-distance buses and 12 express trains every day. Hundreds more travel privately by car.

Hundreds of West Berliners and West Germans evade the "Iron Curtain" altogether by flying to and from Berlin by American, British and French air lines. Under a four-power agreement, no other air lines may fly into or out of Berlin to the West.

ILLEGAL CROSSINGS

Apart, however, from travel by bus, train or car, thousands of people cross the inter-zonal boundary illegally every day. They are mostly Germans from the Soviet Zone who seek what they hope will be a better life in the West.

Many sneak across to visit relatives who live near the border. Others include those who have failed to get the necessary travel papers from the East German authorities. The Communists are more strict than the West German authorities in granting inter-zonal passes.

Thousands of West German youths got across the frontier illegally in July and early August on their way to the Communist World Youth Festival in spite of vigilant patrolling by the strengthened West German border police.

Thousands more were stopped and sent back home. But the frontier is so long—about 400 miles—that it is impossible to keep the "curtain" clamped down everywhere.

Normally, West Germans and West Berliners can get inter-zonal travel passes easily and fairly quickly. Permission to leave East Germany for the West is given only for "pressing personal reasons," such as death, marriage, or serious illness of next of kin. No passes are issued for holidays.—Reuter.

Exchange Of Envoy

London, Sept. 2.

The Spanish Embassy announced here today that Spain and Pakistan had decided to exchange Ambassadors.

Rag And Bone Girl—A La Manhattan



Aerialist Marylin Rich spins and swoops from her trapeze high over the Manhattan skyscrapers in a death-defying exhibition boosting the nationwide drive for clothes for civilian victims of the Korean war.—AP Picture.

German Veterans' Organisations Gaining Ground

Frankfurt, Sept. 2.

Hitler's old Wehrmacht veterans are banding together again to win a voice in the rebirth of the German Army and in Germany's political life.

The Allies fear that they may become a decisive force at a time when West Germany's contribution to Western defence and its integration in the Western community of nations hang in the balance.

Moscow Takes Interest In India Election

Moscow, Sept. 2.

Pravda, official organ of the Soviet Communist Party, today gave prominence to the Indian Communist Party's pre-election manifesto.

Elections are to take place in India next January.

A first instalment of the manifesto, reprinted from the Cominform newspaper issued last Friday, occupied a full page of Pravda—one quarter of the newspaper's space.

In the Indian Communist Party launched a violent attack against the Nehru Government which it described as "a Government of national betrayal" for failing to break off ties with the Anglo-American imperialists."

It suggested that India's 180 million voters should elect a "People's Democratic Government" that would break with the British Empire, promote internal reforms such as in Communist China and conclude alliances with Poland, Ceylon and Nepal.

Pravda published the instalment without comment and said that the rest would follow, perhaps tomorrow.—Reuter.

Reds Only In Spirit!

London, Sept. 2.

A "World Spiritual Com-

mission Congress" will open here on Monday for a one-week session to "strengthen peace activities throughout the world."

It is expected to recommend, among other things, complete withdrawal of all Western nations from Asia and Africa;

establishment of a Negro State in the United States; and

formation of a Semitic federa-

tion in the Middle East so

Israel and the Arab States could live in peace.

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death, marriage, or serious illness of next of kin. No passes are issued for holidays.—Reuter.

Shawcross' Tour

London, Sept. 2.

Sir Hartley Shawcross, Pre-

ident of the Board of Trade, and

Lady Shawcross will leave here

by air on September 8 for visits

to Vienna, Belgrade and Geneva.

At Belgrade, Sir Hartley will

be welcomed by the Yugoslav

Lawyers' Association. He has

been invited to attend Yugoslavia's Navy Day celebrations off the port of Split.

Now, former Adm. Gottfried Hansen is making an ambitious bid to unite all ex-Servicemen's groups in one big organisation. He has founded the Deutscher Soldatenbund (German Soldiers' Federation) and already claims 85,000 members.

Legally the associations have

no right to exist. Allied law

prohibiting the formation of

para-military groups are still

on the books. But the official

Allied attitude is: "Give them

rope—but not too much."

REAL DANGER

"When the Allies are negotiat-

ing with the Bonn Government

over a German contribution to

defence, we can hardly afford

German ex-Servicemen to

organise," one American official said.

But occupation officials—and

many Germans—nevertheless see

a real danger in the emergence

of Wehrmacht men from their

early post-war political alfor-

ms.

The Swami said: "Reading

another world over will bring

another to East and West, we

are in search of a spiritual way

of securing peace and unity

in the world."

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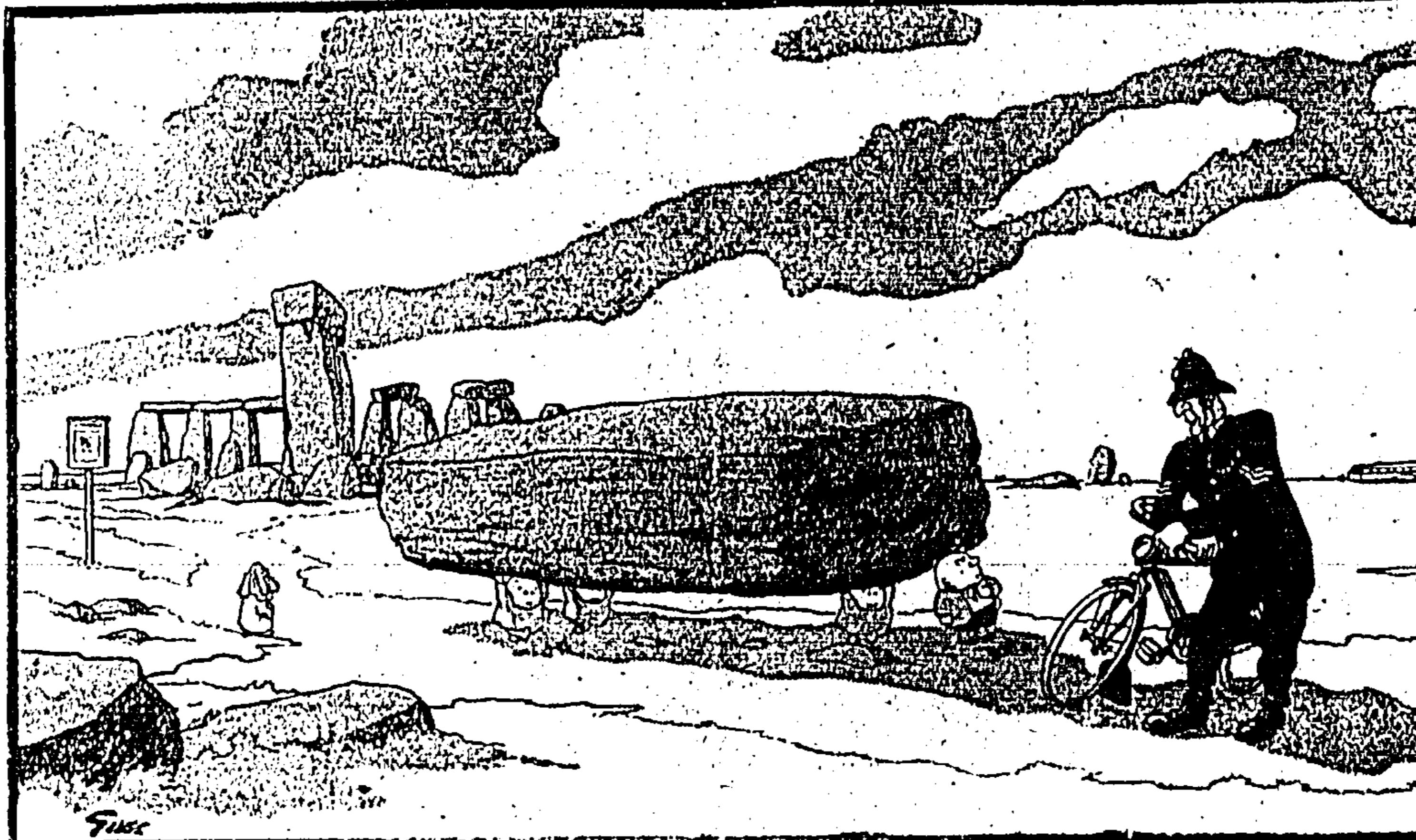
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THE GILES FAMILY ON HOLIDAY

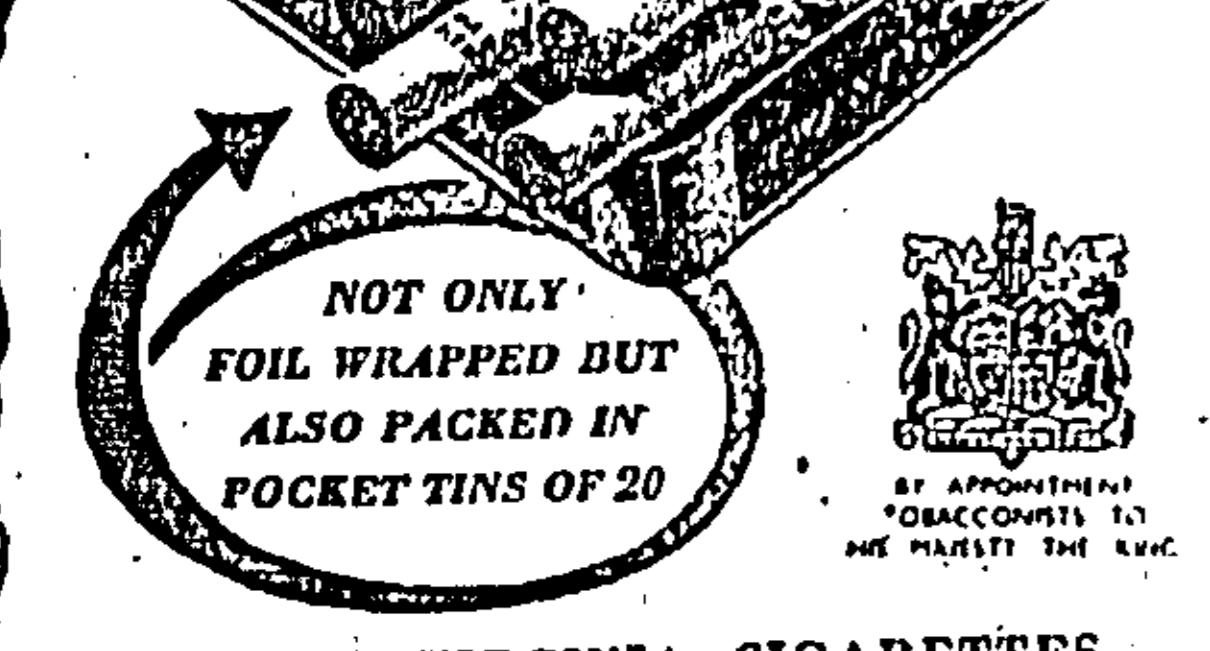
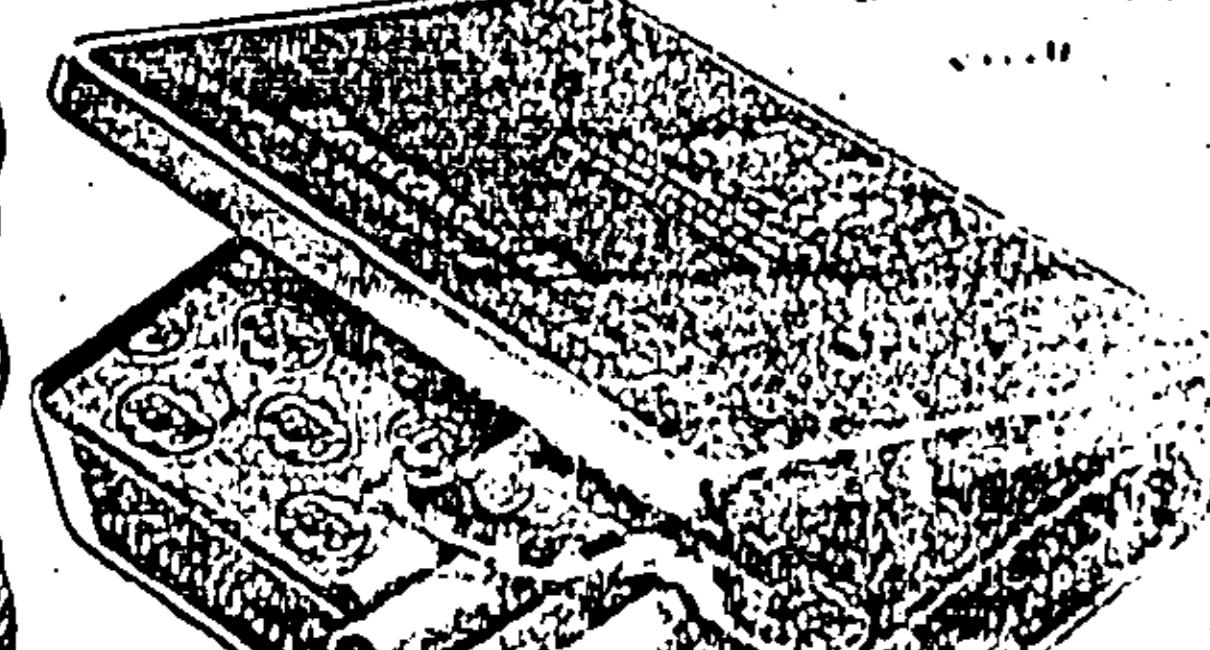


"Now suppose we put it back where the Druids left it?" — (London Express Services)

When only the best will do

It is a well known fact that the best Virginia cigarettes are made in London; but, unfortunately, they do not all stay there! The famous Benson & Hedges red tin is a familiar sight in almost every country of the world. You will find these cigarettes in the hands of particular smokers who prefer to pay just a little more in order to be quite sure of having the absolute best for all those occasions when only the best will do.

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ALSO PACKED IN
POCKET TINS OF 20

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HOW WE RAN OFF WITH A SHIP

VIENNA.
THE mutiny in the Polish Navy's hydrographic survey ship H.G.11 goes back to a very hot day in the middle of July.

Poland's Communist President Bierut and two of the most browned off members of the H.G.11 crew, Jablonski and Piersonek, ran into each other. They met in the Pomeranian seaside resort of Miedzyzdroje which, as Misdroy, was once Berlin's Clacton.

Jablonski and Piersonek had been borrowed from the survey ship to do an urgent job of land mapping.

The assignment filled them with no joy—as they explained to me when we were having a drink together.

For under the Communist system they got no extra pay for doing the land job, but when they got back to the ship they would have to make up time lost on land.

President Bierut, on the other hand, felt grand. He had motored from his luxurious sea-side estate.

Jablonski and Piersonek caught sight of the President and his party just as the President was in the middle of some elbowing about the best blessings for the Socialist Welfare State.

"Talk like a waterfall," muttered Jablonski.

Nothing very subversive or out of the way about that, you say. But it was enough for a solitary individual in a grey-green coat who had crept up behind them.

He whipped out an identification tag, introducing him as an officer of the "political surveillance service." He asked the two sailors to accompany him.

He took them all the way back to their ship. There he spent an hour checking up on them with the captain.

"They went off. But the ship and the sailors had got a black mark. Soon there were other black marks."

The men in the 'fo'c'sle—the same 12 sailors who a few days later took the H.G.11 to Sweden and liberty—were discovered by an officer listening to an anti-Communist broadcast from Radio Europe.

The officer did not punish them. He just warned them not to do it again—and marked it down against them.

Then, on the evening of July 31, came the visit to the ship of General Michalke, commander of the Polish Artillery School. He is one of the many Polish-uniformed Russians commanding the Polish Army.

What the general had come for was revealed at dawn next day. The H.G.11 instead of setting out on another survey cruise took a target ship in tow, and dragged it slowly along the coast from Kolberg to Swinemunde. The general's shore batteries were in need of little firing practice.

"Four batteries fired," said Piersonek. "They fired."

STALIN'S FAITHFUL FLEE—No. 2

On the trail of The Men Who Got Out, SELTON DELMER tells today the story of the President who started a mutiny in his navy...

Piersonek, on the 'fo'c'sle, decided that the man was determined to pin something on them.

When they learned that the ship had been ordered back to Gdynia for the investigation to be continued, they unanimously decided that the time had come to act.

Twenty-four hours later they had captured the ship while it was in the Baltic. They locked up the captain, the political commissar, the radio operator and two other officers and had brought it safely to Ystad, in Sweden. There the 12 mutineers went ashore as political refugees.

I do not think that the prospect of a political inquisition would have led these young Poles to rebellion and self-exile if they had not, as they told me:

1. Been thoroughly disillusioned by the conditions of life in the Polish Navy and in Soviet-dominated Poland generally;

2. Believed that the Russians were planning a war. In this case of the Polish Navy would be forced to fight for their country's enemies and oppressors.

All the Poles complained bitterly to me about the food. "Appalling," they said. Their ration consisted of 800 grammes of bread a day each. There was no butter or margarine or fat. Three grammes of jam were issued, and six grammes of sugar.

Meat was only received in watery, potato soup, which formed the staple diet. What there was of meat was very thin.

Their pay was six zlotys a month, enough for two packets of cigarettes in the open market.

In the two years most of them had been in the navy many of them had received no home leave. Three who had leave had only two days each.

They were allowed off on one Sunday afternoon every month, and permitted to go into the nearest town—from two till ten. Everything was done to dismisse and prevent them from going to Mass or any religious service.

"Four batteries fired," said Piersonek. "They fired."

All of them were browned off with the vast amount of political instruction that they received. Each evening there was a political lesson and a political discussion.

In the mornings there were hours of political talks from Bogumil. Not a day passed without its special dose of ideology and political poison.

All of them were afraid they were never going to be released to civilian life again.

The three survey experts—all of them joined the mutineers—had already been told that they would not be allowed to leave the navy because they knew too many secrets.

"And what goes for us," said Piersonek, "goes for every crew in the Polish Navy. They would all mutiny if they could. We were lucky. Our ship worked alone without any escort vessels. The other ships always kept together. That makes mutiny and escape difficult."

One word of warning: Do not let this story of the 12 young mutineers lead you into thinking that the whole of Poland is ready to rise at once.

It is bad enough for Stalin that sections of his Communist-organised youth and industrial workers are mutinous and rebellious. Over the whole country, however, the terror of Communists remains thorough and effective.

When the H.G.11 landed at Ystad there were 30 Poles on board the ship.

"I think they would all have gone ashore; even Ivanov, the hydrographic expert, and Bogumil, political commissar. I could see them hesitate," said Piersonek. "But then a Swedish immigration official came aboard. That and the memory of the terror did the trick."

The Swedes assembled the crew, and told them: "Anyone going ashore as a deserter will do so at his own risk."

There was no guarantee that they would not be sent back to Poland.

Four sailors who joined the mutineers on the way over recanted at once. They accepted the captain's word that no action would be taken against them if they returned. Only 12 came ashore out of 30.

(SEFTON DELMER
CONTINUES THIS
SERIES TOMORROW)

Even outside the navy life for the Polish working class seems to be no paradise. One of the sailors said his uncle, a steam-worker at Chorzow, asked for a Sunday off to attend his daughter's wedding.

He was told he would have to work his shift. But he could choose which one, the early, the middle, or the late.

Uncle just took his day off. When he returned to work he was punished for absconding.

As a first offender he was fined 45 percent of his month's basic salary. On a third offence he was warned that he would go to prison.

All the sailors, like the other escapees I spoke to, talked of the intensification of the psychological terror and the deportation of the bourgeois.

Even about her housekeeping Madame Pleven makes no boasts. "I cook only when I have to," she says, "and then it's only a steak or a boiled egg."

She entertains on a small scale in her small flat in Paris on the second floor of a bourgeois block overlooking a full-way line.

At 40 Anne Pleven has eight grandchildren. Her older daughter Nicole, now 28, married an airman at 18; the younger girl, Francoise, was married at the same age to a young civil servant son of a French general.

Madame Pleven knows London well. She lived there for 10 years before the war, returned for a short time in 1942.

Before the war she lived with her husband, then European director of an American electrical firm, at Belgrave's Crescent.

She drives quietly, usually in a black car, and never wears a smile. She is a quiet, unassuming woman, old and old-fashioned in her ways.

Up spirits.

The man who has leaped to fame with one book

by Kenneth TYNAN



a cigar; but the chin is strong and runs quickly to stubble. From the neck up he looks saturnine, from the neck down, baggy. An easy, reasonable conviction—that what war does to men in degradation is finally outweighed by what it inspires in courage and power of purpose.

He was born in Liverpool, the son of a London surgeon. Educated at Winchester and Trinity College, Cambridge, he took his degree in law in 1931, and then, suddenly, turned novelist. He travelled widely abroad, suspicious of England in the thirties. Three novels were published.

"They were about love, love,

and 'love in that order,'" he says. "Needless to say, I knew nothing about love."

His play, "The Visitor," was staged at Daly's in 1936 with Greer Garson in the lead; it closed after three weeks.

When the war started, he was still out of his element and far from a success.

The Pacifist

At first he was a pacifist, but like so many other idealists, he was soon to be replaced by his opposite.

Inclined was the bow that propelled him, after five disconcerted months as a stretcher-bearer. "Quite suddenly," he told me, "it seemed clear that the war wasn't going to be won like that."

In March 1940 he volunteered for the Navy, and war and Nicholas Monsarrat were formally introduced.

He was at sea for five and a half years, as commander of a corvette and later two frigates, which sank between them three U-boats. Once he was mentioned in despatches.

The book that these events produced is naturally about discipline and concentration, the limited dignities of war, and how, in their presence, logic and the humanities had to be anaesthetised. The lack of disciplining in the American navy comes in for some fairly violent criticism, but "those were 1944 thoughts," Monsarrat now says; his recent visit has given him a new opinion. "They're growing up, those people," he says meditatively, "they're learning about responsibility."

Two Years' Work

Out of its 150,000 words—the fruit of two years' work—fact emerges about its author that, though disillusioning, he found that it strengthened and fulfilled him, and he came in the end, almost to bemoan it.

Most clichés about war are true—that it is evil, or that it is necessary: it is the novelist's problem to reconcile the two.

Monsarrat, who arrived in London recently after a week of six broadcasts and two TV appearances in the U.S.A., still finds war obscene, "but," he adds, "if another one started today, I should go back to the Navy tomorrow."

He is 41 years old, married, with a son aged 9—garden-variety sort of man, you would say, with the deep, judicious appraising voice of a cricket commentator.

His eyes are dark and impaling; he has rather a weak mouth, pursed generally round

Sensational!

During the war he found time to write four short and successful books about life aboard corvettes and frigates; and in 1945 he was offered the post of Director of the United Kingdom Information Office in South Africa, which he has held ever since.

In 1948, "Depends What You Mean By Love" appeared, a collection of three long stories, one of which, "Leave—Cancelled," describing that one-night honeymoon of a British officer and his bride, was frank enough to be labelled "sensational." He then began the final draft of "The Cruel Sea."

Monsarrat agrees that war is nearly always the unkindest enemy of literature, and only two war novels—Ernest Hemingway's "A Farewell to Arms" and Richard Aldington's "Death of a Hero"—have ever satisfied him. Of the latest American novel of sea warfare, "The Calm Mutiny," he says: "It's good Americana, but really, it won't do. We take a pretty dim view of mutiny."

He has begun four new stories. In the last twelve months, and discarded three of them. His final choice—mysteriously set "between Ireland and America"—is, of course, "the book with the idea I've always been looking for." Fear of plagiarism keeps him from disclosing what the idea is.

At one point in "The Cruel Sea," Lieut.-Commander Erleson, having taken on board an obstreperous German prisoner, reflects: "There is nothing we can do with these people . . . they are not curable. We can only shoot them, and hope for a better crop next time."

A New Enemy?

Monsarrat's book has the cruel nobility which that point of view implies. There will be no franker or fuller commemoration of the 30,000 British sailors and 3,000 British ships now at the bottom of the Atlantic.

The possibility that a future war may confront him with a different enemy does not perturb Monsarrat. The same vigor will come down inside him, warding off doubt and the irrelevant, emotions, and the old technical details of warfare will interest him nothing. In his new book he will be interested in the political and social developments of the world, and the rôle of Britain in it.

THE CONTINENTALS ARE READY TO MAKE A RACE OF IT WITH BANNISTER

By "RECODER"

The current European track and field season, which has just reached the stage of the big international matches and has still a good two months to run, is competitively the strongest yet in history and Britain's improved standard is being matched by an improved standard in all the countries of Europe.

A highlight of the season has been the decline in team strength of the Swedes and the French and the return to power of Finland, who, the hosts at the Olympic Games next year, started off with a defeat of Sweden in their international match. It was the first Finnish victory over Sweden in years.

The defeat in Belgrade of Roger Bannister by the young Yugoslav, Andrija Otenheimer, in 8 minutes 47 seconds startled the European athletic world and brought a 8:48.6 effort out of Bannister and a 8:50.0 effort out of Len Eyre, their best yet.

Europe has never been stronger in Milers and the competition for Bannister at Helsinki next year will be terrific. The appended list of best performances includes the 20 best in this season in the "Metric Mile" and this list excludes Reiff and Slijkhuis, who have been racing over longer distances this season, and most of the Swedes, who never really start running till the late autumn months.

100 METRES

Futterer (Germany)	10.5	Wolff (Switzerland)	10.6	Veibahn (Germany)	10.6
Geister (Germany)	10.5	Potzschauki (Poland)	10.6	Potzschauki (Poland)	10.6
Sanade (Russia)	10.5	Ring (Sweden)	10.6	Ring (Sweden)	10.6
Johannessen (Norway)	10.5	Korhan (Poland)	10.6	Korhan (Poland)	10.6
Kolz (Bulgaria)	10.5	de Kruyn (Holland)	10.6	de Kruyn (Holland)	10.6
Zandt (Germany)	10.5	Webster (Britain)	10.6	Webster (Britain)	10.6
Sukharev (Russia)	10.5	Bannister (Britain)	10.6	Bannister (Britain)	10.6
Kiszki (Poland)	10.5	Stacey (Britain)	10.6	Stacey (Britain)	10.6
Fischer (Germany)	10.5	Gibson (Britain)	10.6	Gibson (Britain)	10.6
Luther (Germany)	10.6	Geister (Germany)	10.6	Geister (Germany)	10.6
Kraus (Germany)	10.6	Hais (Germany)	10.6	Hais (Germany)	10.6
Varsadi (Hungary)	10.6	Pugh (Britain)	10.6	Pugh (Britain)	10.6
Jyornell (Hungary)	10.6	T. L. Higgins (Britain)	10.6	T. L. Higgins (Britain)	10.6
Stoenescu (Romania)	10.6	Szabo (Yugoslavia)	10.6	Szabo (Yugoslavia)	10.6

200 METRES

Geister (Germany)	21.2	Klaus (Germany)	21.2	Ring (Sweden)	21.2
Sukharev (Russia)	21.2	Geister (Germany)	21.2	Geister (Germany)	21.2
Zandt (Germany)	21.2	Geister (Germany)	21.2	Geister (Germany)	21.2
Stacey (Britain)	21.4	Zandt (Germany)	21.4	Zandt (Germany)	21.4
Gibson (Britain)	21.4	Stacey (Britain)	21.4	Stacey (Britain)	21.4
Hais (Germany)	21.4	Gibson (Britain)	21.4	Gibson (Britain)	21.4
Geister (Germany)	21.4	Hais (Germany)	21.4	Hais (Germany)	21.4
Hais (Germany)	21.4	Pugh (Britain)	21.4	Pugh (Britain)	21.4
T. L. Higgins (Britain)	21.4	T. L. Higgins (Britain)	21.4	T. L. Higgins (Britain)	21.4
Szabo (Yugoslavia)	21.4	Szabo (Yugoslavia)	21.4	Szabo (Yugoslavia)	21.4

400 METRES

Futterer (Germany)	47.2	Geister (Germany)	47.2	Hais (Germany)	47.3
Geister (Germany)	47.2	Hais (Germany)	47.3	Pugh (Britain)	47.3
Geister (Germany)	47.2	T. L. Higgins (Britain)	47.3	T. L. Higgins (Britain)	47.3
Szabo (Yugoslavia)	47.3	Szabo (Yugoslavia)	47.3	Szabo (Yugoslavia)	47.3
Johannessen (Norway)	47.3	Geister (Germany)	47.3	Geister (Germany)	47.3
Kolz (Bulgaria)	47.3	Hais (Germany)	47.3	Hais (Germany)	47.3
Zandt (Germany)	47.3	Pugh (Britain)	47.3	Pugh (Britain)	47.3
Sukharev (Russia)	47.3	T. L. Higgins (Britain)	47.3	T. L. Higgins (Britain)	47.3
Kiszki (Poland)	47.3	Szabo (Yugoslavia)	47.3	Szabo (Yugoslavia)	47.3
Fischer (Germany)	47.3	Geister (Germany)	47.3	Geister (Germany)	47.3
Luther (Germany)	47.3	Hais (Germany)	47.3	Hais (Germany)	47.3
Kraus (Germany)	47.3	Pugh (Britain)	47.3	Pugh (Britain)	47.3
Varsadi (Hungary)	47.3	T. L. Higgins (Britain)	47.3	T. L. Higgins (Britain)	47.3
Jyornell (Hungary)	47.3	Szabo (Yugoslavia)	47.3	Szabo (Yugoslavia)	47.3
Stoenescu (Romania)	47.3	Geister (Germany)	47.3	Geister (Germany)	47.3

Geister (Germany)	47.3	Hais (Germany)	47.3	Pugh (Britain)	47.3
Geister (Germany)	47.3	Pugh (Britain)	47.3	T. L. Higgins (Britain)	47.3
Szabo (Yugoslavia)	47.3	T. L. Higgins (Britain)	47.3	Szabo (Yugoslavia)	47.3
Johannessen (Norway)	47.3	Szabo (Yugoslavia)	47.3	Geister (Germany)	47.3
Kolz (Bulgaria)	47.3	Geister (Germany)	47.3	Hais (Germany)	47.3
Zandt (Germany)	47.3	Hais (Germany)	47.3	Pugh (Britain)	47.3
Sukharev (Russia)	47.3	Pugh (Britain)	47.3	T. L. Higgins (Britain)	47.3
Kiszki (Poland)	47.3	T. L. Higgins (Britain)	47.3	Szabo (Yugoslavia)	47.3
Fischer (Germany)	47.3	Szabo (Yugoslavia)	47.3	Geister (Germany)	47.3
Luther (Germany)	47.3	Geister (Germany)	47.3	Hais (Germany)	47.3
Kraus (Germany)	47.3	Hais (Germany)	47.3	Pugh (Britain)	47.3
Varsadi (Hungary)	47.3	Pugh (Britain)	47.3	T. L. Higgins (Britain)	47.3
Jyornell (Hungary)	47.3	T. L. Higgins (Britain)	47.3	Szabo (Yugoslavia)	47.3
Stoenescu (Romania)	47.3	Szabo (Yugoslavia)	47.3	Geister (Germany)	47.3

Geister (Germany)	47.3	Hais (Germany)	47.3	Pugh (Britain)	47.3
Geister (Germany)	47.3	Pugh (Britain)	47.3	T. L. Higgins (Britain)	47.3
Szabo (Yugoslavia)	47.3	T. L. Higgins (Britain)	47.3	Szabo (Yugoslavia)	47.3
Johannessen (Norway)	47.3	Szabo (Yugoslavia)	47.3	Geister (Germany)	47.3
Kolz (Bulgaria)	47.3	Geister (Germany)	47.3	Hais (Germany)	47.3
Zandt (Germany)	47.3	Hais (Germany)	47.3	Pugh (Britain)	47.3
Sukharev (Russia)	47.3	Pugh (Britain)	47.3	T. L. Higgins (Britain)	47.3
Kiszki (Poland)	47.3	T. L. Higgins (Britain)	47.3	Szabo (Yugoslavia)	47.3
Fischer (Germany)	47.3	Szabo (Yugoslavia)	47.3	Geister (Germany)	47.3
Luther (Germany)	47.3	Geister (Germany)	47.3	Hais (Germany)	47.3
Kraus (Germany)	47.3	Hais (Germany)	47.3	Pugh (Britain)	47.3
Varsadi (Hungary)	47.3	Pugh (Britain)	47.3	T. L. Higgins (Britain)	47.3
Jyornell (Hungary)	47.3	T. L. Higgins (Britain)	47.3	Szabo (Yugoslavia)	47.3
Stoenescu (Romania)	47.3	Szabo (Yugoslavia)	47.3	Geister (Germany)	47.3

Geister (Germany)	47.3	Hais (Germany)	47.3	Pugh (Britain)	47.3
Geister (Germany)	47.3	Pugh (Britain)	47.3	T. L. Higgins (Britain)	47.3
Szabo (Yugoslavia)	47.3	T. L. Higgins (Britain)	47.3	Szabo (Yugoslavia)	47.3
Johannessen (Norway)	47.3	Szabo (Yugoslavia)	47.3	Geister (Germany)	47.3
Kolz (Bulgaria)	47.3	Geister (Germany)	47.3	Hais (Germany)	47.3
Zandt (Germany)	47.3	Hais (Germany)	47.3	Pugh (Britain)	47.3
Sukharev (Russia)	47.3	Pugh (Britain)	47.3	T. L. Higgins (Britain)	47.3
Kiszki (Poland)	47.3	T. L. Higgins (Britain)	47.3	Szabo (Yugoslavia)	47.3
Fischer (Germany)	47.3	Szabo (Yugoslavia)	47.3	Geister (Germany)	47.3
Luther (Germany)	47.3	Geister (Germany)	47.3	Hais (Germany)	47.3
Kraus (Germany)	47.3	Hais (Germany)	47.3	Pugh (Britain)	47.3
Varsadi (Hungary)	47.3	Pugh (Britain)	47.3	T. L. Higgins (Britain)	47.3
Jyornell (Hungary)	47.3	T. L. Higgins (Britain)	47.3	Szabo (Yugoslavia)	47.3
Stoenescu (Romania)	47.3	Szabo (Yugoslavia)	47.3	Geister (Germany)	47.3

Geister (Germany)	47.3	Hais (Germany)	47.3	Pugh (Britain)	47.3
Geister (Germany)	47.3	Pugh (Britain)	47.3	T. L. Higgins (Britain)	47.3
Szabo (Yugoslavia)	47.3	T. L. Higgins (Britain)	47.3	Szabo (Yugoslavia)	47.3
Johannessen (Norway)	47.3	Szabo (Yugoslavia)	47.3	Geister (Germany)	47.3



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SAILINGS TO

"SINKIANG"	Saigon	Djakarta	&	Sourabaya	5 p.m.	5th Sept.
"ANSHUN"	Singapore	Penang	&	Port Swettenham	9 a.m.	6th Sept.
"SHENGKING"	Keelung	.....	.....	.....	5 p.m.	8th Sept.
"HANYANG"	Tientsin	.....	.....	.....	10 a.m.	9th Sept.
"SZECHUEN"	Bangkok	.....	.....	.....	5 p.m.	10th Sept.
"PAKHOI"	Keelung	& Kobe	.....	.....	Noon	10th Sept.
"SHENGKING"	Keelung	.....	.....	.....	5 p.m.	10th Sept.
			Salts from	Custodian Wharf		

ARRIVALS FROM

"HANYANG"	Tientsin	.....	.....	.....	4th Sept.
"YUNNAN"	Macassar	Sumarinda	&	Tanakorn	5th Sept.
"FUNING"	Djakarta	& Bintan	.....	.....	5/6th Sept.
"SHENGKING"	Keelung	.....	.....	.....	7th Sept.
"SZECHUEN"	Kobe	.....	.....	.....	7/8th Sept.
"PAKHOI"	Singapore	8/9th Sept.
"HUIPEH"	Tientsin	11th Sept.
"SHANSI"	Djakarta	& Bintan	

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"TAIPEI"	Kure	& Kobe	Noon	5th Sept.
"ANKING"	Yokohama	& Kobe	14th Sept.	
"CHANGSHA"	Sydney	& Melbourne	15th Sept.	

ARRIVALS FROM

"TAIPEI"	Australia	& Malaya	.....	.....	In Port
"ANKING"	Melbourne	Ocean Is.	.....	.....	10th Sept.
"CHANGSHA"	Yokohama	.....	.....	13th Sept.	

BLUE FUNNEL LINE

Scheduled Sailings to Europe via Aden & Port Said

"PERSEUS"	Marseilles	Liverpool	.....	.....	6th Sept.
"MARON"	.....	.....	.....	.....	11th Sept.
"BELLEROPHON"	.....	.....	.....	.....	22nd Sept.
"MYRMIDON"	Dublin	Liverpool	.....	.....	25th Sept.

Scheduled Sailings from Europe

	Sails	Sails	Arrives		
Liverpool	Rotterdam	Hong Kong	10th Sept.		
S. "MARON"	do	.....	15th Sept.		
S. "BELLEROPHON"	do	.....	15th Sept.		
S. "PYRRHUS"	do	.....	29th Sept.		
S. "ANTILOCHUS"	do	.....	5th Oct.		
S. "OCYCLOPS"	do	.....	8th Oct.		
S. "AUTOLYCUS"	4th Sept.	.....	15th Oct.		
S. "PELEUS"	13th Sept.	17th Sept.	26th Oct.		
S. "CLYTONEUS"	21st Sept.	.....	2nd Nov.		
G. "ANCHISEUS"	29th Sept.	.....		

G. Leading Glasgow before Liverpool.

S. Leading Swansea before Liverpool.

Carriers' option to proceed via other ports to load & discharge cargo.

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ARRIVING via MANILA FROM
U.S. ATLANTIC & PACIFIC COAST PORTS

"MENESTHEUS"	20th Sept.
"AJAX"	.....	.....	5th Oct.

Lathay Pacific Airways Ltd.

Route	Departs Hongkong	Arrives HK.		
HK/Bangkok/Singapore (DC-4)	0.00 a.m. Tues. Fri.	8.30 a.m. Wed. Sat.		
(Connects at Bangkok)				
HK/Hanoi (DC-3)	7.00 a.m. Tues.	0.00 p.m. Tues.		
HK/Singapore/Singapore (DC-4)	1.00 p.m. Wed.	0.10 p.m. Thurs.		
HK/Hanover/B.N. Borneo (DC-3)	0.30 a.m. Wed.	4.45 p.m. Thurs.		
HK/Haiphong (DC-3)	7.00 a.m. Fri.	4.30 p.m. Fri.		

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BRANCH OFFICE: 50 Connaught Rd. West. 25875. 32144. 24878.

ARRIVALS

SHIPS	FROM	DUE		
"BENNEVIS"	U.K. via Singapore	on or about	7th Sept.	
"BENALDER"	Japan	"	7th Sept.	
"BENAVON"	U.K. via Singapore	"	24th Sept.	
"BENVANNOCHE"	do	"	26th Sept.	
"BENCRUACHAN"	do	"	28th Oct.	
"BENALBANACH"	do	"	28th Oct.	
"BENCLEUCH"	do	"	18th Nov.	
"BENWYVIS"	do	"	24th Nov.	

SAILINGS Loading on or abt.

SHIPS	FROM	DUE	
"BENALDER"	Liverpool, Dublin, Hamburg & Antwerp	7th Sept.	
"BENNEVIS"	Bathurst, & Middleborough	11th Sept.	
"BENVANNOCHE"	Liverpool, Glasgow, Avonmouth & Hull	21st Oct.	
"BENCRUACHAN"	Liverpool, Dublin, Glasgow & Hamburg	29th Oct.	
"BENALBANACH"	London & Antwerp	31st Oct.	
"BENCLUEUCH"	Liverpool, Dublin, Hamburg & Antwerp	18th Nov.	
"BENWYVIS"	Kobe & Yokohama	20th Nov.	

Via Singapore, Port Swettenham, Port Sudin & Port Said.
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MESSAGERIES MARITIMES



Arriving	Leaving	For
"MAGELLAN"	Sept. 8	
"FELIX ROUSSEL"	Sept. 14	
"MEINAN"	Sept. 20	N. Africa & Europe
"LA MARSEILLAISE"	Oct. 20	Kobe & Yokohama
"OVONNAZ"	Oct. 23	N. Africa & Europe

subject to change without notice.

* passengers & freight
† freight for Port Said, Tunis, Algiers, Oran, Tangier, Casablanca, Havre, Dunkirk, Antwerp, & Rotterdam.

CIE DES MESSAGERIES MARITIMES

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Bright Business Outlook In U.S.

New York, Sept. 2.

Business maintained an appreciably high pace last week although the production of most industries shied away from recent peaks.

There was ample evidence that the summer slowness was ending. The signs pointed to a pleasing fourth-quarter.

Business took the view that the Government's huge defence plans could only mean more work, more wages, more buying power. And they figured there still would be spending money despite higher taxes.

The ninth increase in railroad freight rates since World War II became effective during the week and spelled higher costs for many industries.

Gains in such categories as carloadings and business loans were encouraging. Carloadings hit 839,587, the highest since last November. They compared with 829,398, the previous week, and were just a shade under the 839,665 of a year ago.

The carloadings were an indication of the rapidity with which raw materials were moving to factories and goods to market.

The business loans indicated a step-up in the rate of borrowing, much of it for expansion.

MORE SPENDING

Money circulation was reported at the highest figure in more than a year—28,834,000,000 dollars against 27,932,000,000 the previous week and 27,042,000,000 a year ago.

This indicated there was more spending going on, that the consumer, among others, had loosened up a bit on the purse strings.

It was a trend toward the better business that many economists had been predicting in recent weeks.

Defence orders were building up almost daily and there were many businessmen joining those who have been predicting that retailers would be glad to have inventories of civilian goods this autumn.

The steel industry was chief among those that shied away a bit from the production peaks of recent months.

For the first time in six months steel operations dropped below rated capacity. Production was at 99.8 per cent of rated capacity compared with 100.4 the previous week and 97.1 a year ago.

Contributing to the drop were work stoppages at a few places because of extreme hot weather in some sections and the usual holiday periods. Industrialists pointed out that the terrific pace of production generally could not be maintained without a breather now and then.—Associated Press.

Copper Strike Drags On

Washington, Sept. 2.

The striking Kennecott Copper Company workers were ordered by their union to return to their jobs in Utah today, but prospects for an early end of the rest of the crippling copper strike remained uncertain.

Negotiations with the Phelps-Dodge Corporation—major copper producer—broke up in disagreement here.

No further union-company talks are scheduled in Washington, although the unions involved may begin dickering with the Anaconda Copper Company in Montana today. Since Kennecott produces only about 40 per cent of the "United States" copper supply, it appeared possible President Truman may still use the Taft-Hartley injunction to restore production if additional agreements are not reached soon.

Orville Larson, vice-president of the striking Left Wing Mine, Mill and Smelter Workers Union, told a reporter that Union talks with Phelps-Dodge broke up last night when the company refused to accept an agreement reached earlier with Kennecott.

The Kennecott settlement provides for a "package" wage increase of about 22 cents an hour. It was ratified by union members, who were told to report for work this morning. Larson said Phelps-Dodge offered about 13 cents less than Kennecott and refused to better its offer.—United Press.

Sugar Control Extended

Washington, Sept. 2.

President Truman signed a bill today revising and extending the law controlling sugar imports.

The measure, supported by the domestic sugar industry, will take effect on January 1, 1953, when the existing Sugar Act expires.

It permits Puerto Rico, the Virgin Islands, Peru, Dominican Republic, Haiti and Mexico to ship slightly more sugar to the US than at present. Cuba's quota would be cut. Quotas of the Philippines and Hawaii will be unchanged.—Associated Press.

NEWSPRINT FOR YUGOSLAVIA

Montreal, Sept. 2.

A total of 2,100 tons of critically short newsprint is on its way to Yugoslavia from Montreal. It is the first shipment of Canadian newsprint ever to go to that country and was the share allotted to Yugoslavia by the United Nations.

Mr. D. Vukolic, Secretary of the Yugoslav Embassy in Ottawa, said no plans have been completed, but this would be followed by a second shipment to Yugoslavia.

Firms from India, Argentina and Cuba are showing at the Fair for the first time.

The Fair includes eight exhibitors from Eastern Europe, one from Czechoslovakia, three from Hungary and four from Soviet Germany.

The Hungarian exhibition

GRAVE SITUATION ON LABOUR FRONT IN GREAT BRITAIN

Manpower Shortage Assumes Critical Proportions

(FROM OUR OWN CORRESPONDENT)

London, Sept. 2. No sooner are we getting out of one difficulty it seems that we are plunging headlong into another.

While the Board of Trade Journal exudes quiet confidence at the easing of the supply situation for certain, if not all, raw materials—thanks largely to the work of the International Materials Conference in Washington—a Select Committee reminds us that a grave situation is developing on the labour front.

This should not, however, come as any great surprise. Mr. Gaitskell, Chancellor of the Exchequer, in his recent statement on the economic situation, has already drawn attention to the fact that there are more jobs than there are men and women to fill them.

What does come as an unpleasant shock is the fact that this shortage of labour has now assumed critical proportions.

Briefly, the situation is that there are only 200,000 unemployed out of a total labour force of some 23,000,000, and about 600,000 vacant jobs. But this is not a problem that can be cut in half simply by subtracting the number of people registered as unemployed from the number of jobs waiting to be filled.

Washington discussions about the creation of a mobilisation reserve of cotton and textile workers aroused considerable attention.—United Press.

Upmost question was how soon and to what extent purchases for the armed services will be resumed.

Washington, Sept. 2. There may be about 200,000 unemployed at any given moment but probably only a very small proportion of these are permanently unemployed or unemployable. For instance, a building worker who happens to be out of work on the day when the number of unemployed is counted will be included, even though he is probably only moving from one job to another. The same is true of workers in other trades that have a large turnover of employment.

When these are excluded, the type of men still on the unemployed list are not necessarily suitable for the jobs that remain vacant.

The problem can be traced in large measure to the serious shortage of young entrants into industry. Thus, in 1951, only 310,000 boys will reach the age of 15—100,000 fewer than before the War—and the fall-off in the number of youths reaching the age of 18 is even greater.

The irony of the situation is that the TUC may have, to accept for more unpopular policies if all else fails to solve the labour problem. Some of the more drastic remedies are already being discussed in the financial press. One of them is the exceedingly unpopular measure of labour direction, which the present Government can be counted on to avoid like the plague. But short of this, what other solutions can be found?

The problem will be partly solved as the armament programme gathers pace and raw material allocation schemes become more effective in channelling supplies away from the less essential industries and into those most directly concerned with defence production. More still might be done by making the wages of defence workers relatively more attractive than those in other industries but this would merely aggravate the problem of inflation.

The shortage of labour is most acute in highly-skilled trades. The Select Committee report tells of shortages of key workers in nearly all the defence industries. The railways alone need another 14,000 skilled workers to prevent a bottleneck developing in transport.

The manpower shortage in the coal mines is already well known. Even within the Service departments themselves there is the grave problem of filling key posts, particularly those requiring a high degree of technical or scientific skill.

The Bureau noted the discovery by the Freeport Sulphur Company of a large deposit at the Garden Islands Bay Dome in the Mississippi Delta. It said this deposit is expected to produce 500,000 long tons of sulphur annually by the end of 1953.

Several other new deposits of native sulphur have been found and will be mined in the near future. The Bureau did not disclose where these are.—United Press.

Cotton Crop Estimates

Washington, Sept. 2.

The measure, supported by the domestic sugar industry, will take effect on January 1, 1953, when the existing Sugar Act expires.

It permits Puerto Rico, the Virgin Islands, Peru, Dominican Republic, Haiti and Mexico to ship slightly more sugar to the US than at present. Cuba's quota would be cut. Quotas of the Philippines and Hawaii will be unchanged.—Associated Press.

Soviet-Rumanian Trade Treaty

London, Sept. 2.

Rumania and the Soviet Union have signed a new two-year trade agreement providing for a 50 per cent increase in the volume of exchanges between the two countries, according to Bucharest.

The new agreement provides for a 50 per cent increase in the



Date	Ship	From
1st Sept.	"JIWANGI"	Macau, Java Ports & Singapore
1st Sept.	"VAN HEUTZ"	Java, Africa & Europe
1st Sept.	"STAAAT SCENDA"	South America, S. Africa, Singapore
1st Sept.	"TJADEANE"	Manila
1st Sept.	"TAMAN"	Belawan Deli, Pekang & Singapore
1st Sept.	"TJIVALENGKA"	Macassar, Java Ports & Singapore
1st Sept.	"VAN HEUTZ"	S. Africa & Singapore
1st Sept.	"TJIVALENGKA"	Manila
1st Sept.	"TEGELEBING"	Manila

Date	Ship	From
10th Sept.	"VAN HEUTZ"	Macau, Java Ports & Singapore
10th Sept.	"VAN HEUTZ"	Java, Africa & Europe
10th Sept.	"VAN HEUTZ"	South America, S. Africa, Singapore
10th Sept.	"VAN HEUTZ"	Manila
1st Oct.	"TJADEANE"	Belawan Deli, Pekang & Singapore
1st Oct.	"TAMAN"	Macassar, Java Ports & Singapore
1st Oct.	"TJIVALENGKA"	S. Africa & Singapore
1st Oct.	"TJIVALENGKA"	Manila

Date	Ship	From
10th Sept.	"HOOKERK"	Europe & Singapore
10th Sept.	"HOOKERK"	Japan

Date	Ship	From
10th Sept.	"HOOKERK"	Japan

Agents: HOLLAND EAST ASIA LINE

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SAILINGS

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Singapore, Java Ports & Macassar

Singapore, S. Africa & Manilla

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MONDAY, SEPTEMBER 3, 1951

A German Peace Settlement Sought

Frankfurt, Sept. 2. The US government wants a German peace settlement before the end of the winter, reliable American sources said today.

The Big Three Foreign Ministers will try to hammer out the fundamental of this settlement in their Washington conference next week. A German meeting similar to the Japanese peace meeting—should be called within five months.

The plan is to make two agreements simultaneously with the West German Republic which would add up to a peace treaty. One is to be a security pact specifying the German forces to be incorporated in a European army under General Dwight D. Eisenhower. The other is to restore much, if not all, of Germany's political sovereignty.

SPADEWORK

The American, British and French High Commissioners in Germany have been doing spade-work on this plan. But their home governments still are divided on numerous points.

As regards the security pact, American sources admitted the Big Three powers have yet to agree on the size of German divisions and how many to raise. The French want to limit German divisions to 10,000 men or less.

Even the total strength of the European army is not yet firm. But the Allies have adopted the principle that the German force will not exceed 20 per cent of the army's overall strength.

On German sovereignty, the Allies have still to decide whether to compel acceptance of a "safeguard clause" permitting Allied military intervention if Communists or neo-Nazis try to seize power here. —Associated Press.

TWO ALLEGED OFFENCES

Au Leung, 36, giving his address as 220, Des Voeux Road, ground floor, was charged before Mr. Winter at Kowloon this morning with attempting to export specified articles and with furnishing an inaccurate export declaration at the KCR terminus on August 31.

He was alleged to have attempted to export 38 cases of carbon black (used for hardening rubber) which he had declared as jet black (a dye substance). The goods were valued at \$27,000.

The case was adjourned to September 21. Defendant was given bail of \$1,000.

Will Japan Become A Military Power Once Again?

San Francisco, Sept. 2. Will Japan ever come back with a strong army and navy and fight the United States? This is the first question usually asked of anyone returning from Japan.

To begin with, you have to remember that the current Japanese Constitution forbids the organisation of an army, navy or air force. However, that document probably will be amended to provide for the country's defence once the peace treaty has been signed and ratified.

Japan and the US will sign a treaty soon which provides for American defence of her former enemy until that country is able to defend herself. The US needs such an arrangement, partly because of the danger of war from the North and partly because of the need for maintaining Japan as a supply base to wage the present war in Korea.

The only Japanese armed force at present is a police reserve of 75,000 men, intended to provide a cadre of non-commissioned officers once an army is formed again.

DISAGREE WITH SET-UP. The old militarists in Japan, who have been in the background since their country's defeat, don't agree with the police reserve set-up arranged by General Douglas MacArthur. They would prefer having it dissolved and a new Army formed from the bottom.

The only thing that is known publicly concerning the US-Japan separate defense treaty is that it provides for stationing American troops in Japan once the Occupation has ended.

A high source has said it is "short and to the point."

Japanese newspapers have reported that the defence treaty would allow Japan 20 army divisions with strategic air force and coast guard. Apparently this would place about 1,000,000 men under arms.

A former Japanese Admiral, whose name will have to be kept out of this story—for obvious reasons—says it is not necessary to have 20 divisions from the beginning. He suggests dissolving the police reserve and using these already-trained men as five divisions of 15,000 men each, then creating another 15 divisions after drawing on the first units for non-commissioned officers.

Gradual buildup from 75,000 to 1,000,000 men is suggested so that excessive pressure would not draw on the nation's economy and labour pool all at once.

Premier Shigeru Yoshida, an anti-militarist, is especially concerned about the possibility of a now Japanese army taking too many men from their jobs.

Taxation necessary to maintain

the army would be a heavy burden on the people.

Tyrone An Easy, Winner

Rome, Sept. 2.

Tyrone Power is the choice of Italian women for a lover but Robert Taylor would make the best husband, a "Little Kinsey" report revealed.

The report entitled "sentimental statistics of girls" and published recently in the Italian weekly *Epoca* listed Power as the most popular "prince charming" lover, but found Taylor the "ideal man" for marriage.

The magazine said it interviewed 1,500 women between 18 and 28 to get the cross section.

Italian men got a shock because they were rated in other classification.

The question is: "What is your idea of a prince charming? a man such as the Duke of Edinburgh, or Prince Aly Khan or a screen actor such as Tyrone Power, or a politician such as Stalin or Churchill, or a great writer or artist such as Dantzuolo, Picasso etc."

Tyrone Power walked away with the "prince charming" title in the entertainment field with 10 points, followed by Gary Cooper with five points and Clark Gable with three. —United Press.

NO CERTIFIED ENGINEER

A fine of \$100 was imposed on Lam Chin-tai, master of the motor junk "Tal Chum," by Mr. W. Sprague at the Marine Court this morning for being underway without a certified engineer.

Defendant, who came to Hong Kong from India, said that he had a certificate of competency and had obtained one from the Marine Court.

He was fined \$100 because he had not obtained a certificate of competency.

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